

Less Than 600 of More Than 2,000 Passengers Accounted For

which at the last moment was held in port by orders of the British admiralty, presumably to be sent to Halifax.

There were 184 Americans on board the Lusitania. The other passengers included 961 British, seventy-two Russians, sixteen Persians, six French, five Greeks and two Mexicans.

SHIP'S CARGO VALUED

AT ABOUT \$750,000

The Lusitania's cargo was valued at about \$750,000, and contained a large quantity of war supplies.

The ship's manifest included 280,000 pounds of brass and copper wire, \$66,000 worth of military goods, 5,471 cases of ammunition, valued at \$200,024, all of which was contraband of war.

The ship itself, Cunard officials said to-day, was covered by \$5,000,000 war risk insurance.

The news created perhaps the greatest consternation in exporting circles, where the question arose as to the probable course of the steamship companies in maintaining future schedules. There were no cancellations announced to-day, and, despite the fact that the Lusitania was torpedoed, the Cunard Line permitted the Anchor Line Transylvania to sail to-night for Liverpool. Out of her 819 passengers, only twelve cancelled their passage.

The first intimation of trouble to the Lusitania, published by the Cunard Company shortly after 1 o'clock as an "unconfirmed report," that the Lusitania had been torpedoed, was based on a message the company said it had received at 11:41 A. M. The text of this message was not given out until about 5 P. M., and read:

"We regret to advise that an unconfirmed report says the Lusitania was torpedoed by a submarine at 2 P. M. Friday, ten miles southwest of Kinsale, and sank at 2:30 P. M. We have no news as yet as to the safety of the passengers and crew."

WIRELESS FROM VESSEL

CALLS FOR ASSISTANCE

Confirmation of the sinking was not made known until 2 P. M., when the first messages from Liverpool and Queenstown were given out. The first of these was a wireless direct from the Lusitania, calling for assistance. The other came from Old Head, Kinsale, stating that boats belonging to the Lusitania were "in the vicinity where sunk."

Subsequent messages told that all the available craft in Queenstown were going to the rescue, and that a Greek steamer was in the vicinity. Another message, received about 4:30 o'clock, said that, according to a Cork newspaper, 300 passengers had been landed at Clonakilly.

"The Cunard Company's whole concern," said a message received about 5:30, "is with regard to the possible loss of life of passengers and crew. The material loss is covered by insurance. According to the meager message so far received, the Lusitania was torpedoed without warning, and sank within a short space of time. A large number of the ship's boats are known to be afloat, and the weather is reported to be fine and calm. Every effort is being made to obtain further details, and all information will be published without delay."

As the night wore on only a handful of persons remained or visited the Cunard office inquiring for information. A cable newspaper report that everybody was safe, received late in the afternoon, it was thought at the office, was responsible in a measure for this situation.

FIRST ANNOUNCEMENT

CONCERNING SURVIVORS

The first definite announcement regarding survivors came after 5 P. M. in a message from Liverpool which was immediately made public. It read:

"The admiralty have had a message from Queenstown saying that 500 and 600 landed at Queenstown, including many hospital cases, some of whom have died. Also number landed Kinsale."

A revised list of the passengers, made public by the line to-night, showed there were 1,261 passengers in all on board. The crew numbered between 700 and 800, making a total of more than 2,000 on the steamer.

The Lusitania is the third big transatlantic liner lost since the war started. The others were the White Star liner Oceanic, wrecked off the coast of Scotland, September 8 last, and the North German Lloyd steamer Kaiser Wilhelm der Grosse, converted into a German auxiliary cruiser, which was sunk by the British cruiser Highlander August 27.

Just before the Cunard officials were closing up their offices a cable was received from Liverpool announcing the rescue of Miss Irene Paynton, of Liverpool, who was traveling with her father, Charles E. Paynton, a wealthy Liverpool lumber merchant.

Nothing was said about Mr. Paynton. The officials did not attempt to console their feelings of gloom as they left for their homes.

"The meager reports received so far tell a tale," remarked one of them.

VERY CRITICAL HOUR

FOR OUR GOVERNMENT

(NEW YORK, May 7.—James M. Beck, former United States deputy attorney general, quoted President Wilson's recent note to Germany regarding the protection of American life and property on the high seas to-night at the 17th annual dinner of the Trust Companies of the United States and members of the trust companies section of the American Bankers' Association.

"Now we are meeting under extraordinary circumstances," he said. "If ever there was an occasion in which silence is golden, it is to-night. Because we may be for all we know in a very critical hour for our government. A disaster has happened which has told all of us with horror, and which I think it has filled most of us and maybe all of us with reasonable apprehension."

"There is a good deal in what our President has said about rocking the boat, and it is not a good time to rock the boat. At the same time, those who are in the boat should refrain from rocking the boat, and I suppose may entertain the justifiable hope that the captain will not sleep on the bridge, that the captain and crew will do all they can to keep the ship on an even keel into the stormy waters that may be ahead of her."

Mr. Beck referred to the recent note to Germany in which reference was made "that this country should be constrained to hold the imperial government to a strict accountability" for acts of the naval authorities. "We take any steps that might be necessary to safeguard American lives and property."

MEMBERS OF MALE CHORUS

AMONG THOSE ON VESSEL

PITTSBURGH, May 7.—Among the passengers on the Lusitania were ten members of the Gwent Welsh Male

Chorus, returning to Europe, after a tour of the United States. Four members of the chorus had looked passengers, but at the last moment decided not to sail.

Michael Ward, ten years a street car motorman here, was on the Lusitania with his savings of \$5,000, bound for Greenhall, Ballyshannon, County Donegal, Ireland, where he had purchased a farm.

AMERICAN EMBASSY

FLOODED WITH INQUIRIES

LONDON, May 8 (12:30 A. M.).—The American embassy and consulate and the American newspaper offices have been flooded with telephonic inquiries from Americans as to the fate of passengers on the Lusitania.

The embassy decided to remain open all night, so that any news that was received could be made public.

AT LEAST 100 PASSENGERS

DIED OF INJURIES

LONDON, May 8 (4:06 A. M.).—The Central News says that the number of the Lusitania's passengers who died of injuries while being taken to Queenstown will reach 100.

SURVIVORS ESTIMATE

ONLY ABOUT 650 SAVED

QUEENSTOWN, May 8 (4:28 A. M.).—Survivors of the Lusitania who have arrived here estimate that only about 650 of those aboard the steamer were saved, and only a small proportion of those rescued were saloon passengers.

INJURED AND DEAD

TAKING ALL ATTENTION

NEW YORK, May 7.—The Cunard Steamship Company at 9:15 P. M. received the following message from Liverpool:

"Queenstown wires that First Officer Jones thinks from 500 to 600 saved. This includes passengers and crew, and is only estimate we are able to make. In meantime we are going through hotels, lodging-houses, etc., to-night, and will wire to-morrow fullest possible list. In meantime, injured and dead are taking up all our attention."

NOT WITHHOLDING

ANY VERIFIED FACTS

LONDON, May 8 (12:40 A. M.).—It is stated that the British admiralty is not withholding any verified facts regarding the Lusitania, but decline to pass dispatches based merely on rumors. It is expected that the admiralty will issue a statement as soon as authenticated facts are available.

PREMONITION OF DISASTER

PREVENTED HIM FROM SAILING

BOSTON, May 7.—A premonition of disaster was responsible for the fact that Edward E. Bowen, a wealthy shoe dealer whose name appears on the list of "saloon cabin passengers who sailed on the Lusitania," heard reports at his home in Newton of the wreck of the liner.

Mr. Bowen with important business awaiting him in London had engaged passage on the Lusitania.

"Friday night," he explained, "a feeling grew upon me that something was going to happen on the Lusitania. I talked it over with Mrs. Bowen and decided to cancel passage."

NEW YORK NEWSPAPERS

ARE BITTER IN COMMENT

(Continued from First Page.)

her to be left without a friend or a well-wisher in the world? The war, cannot last forever. Peace will eventually come, if only through exhaustion. What will be the attitude of the other nations towards Germany when the conflict is finished? How many decades must pass before Germany can live down the criminal record that she is writing for herself in the annals of history?

"It has often happened that men in their desperation have become outlaws. But we recall no other instance in which a great nation has deliberately elected to become an outlaw. That is the tragedy of the insane policy that the German government is pursuing, and eventually the German people will pay a staggering price for their governments folly—a price that cannot be measured even in treasure or blood."

Richmonder on Ill Fated Ship

CHARLES C. HILL

Mr. Hill is a son of C. Emmett Hill, of 500 South Pine Street. He has for some years been traveling for the British-American Tobacco Company. His relatives last night had heard nothing from him, and were most apprehensive as to his safety.

GERMANY WILL ATONE

IN BLOOD AND TEARS

Prominent Men of Great Britain Bitter in Their Criticism of Lusitania's Sinking.

[Special to The Times-Dispatch.]

LONDON, May 7.—The following messages on the sinking of the Lusitania from prominent men of Great Britain were received to-night:

Lord Weardale, president of Anglo-American Peace Centennial Committee: "Language is inadequate to condemn the atrocious criminals who have deliberately adopted piracy and the murder of innocent civilians as the methods of warfare. The conscience of Christian Germany will protest against it."

Admiral Cyprian Bridge: "At sight this outrageous crime, outdoing the acts of the cruelest pirates ever known, seems to have been deliberately perpetrated, with the intention of defying and exasperating the American people. Considering the warning given Germany by the United States government, it is hardly conceivable that the United States will abstain from punishing the crime and preventing its repetition by forcible means."

Lord Sydenham, former governor of Bombay: "Americans will now realize the depth of German barbarism, and respond to the call of humanity."

Sir Gilbert Parker: "Germany has fulfilled her promise. She has committed the crime she declared she would commit. That it is an infamous crime the whole world will agree. It is an international business, and not England alone will take note of it. The United States will have something to say in regard to the destruction of life and property, which, in one sense, is as much hers as Great Britain's."

Richmonder Was Aboard

TORPEDOED CUNARDER

Charles C. Hill Sailed on Lusitania for London After Short Visit Here.

AGED FATHER HAS NO NEWS

C. Emmett Hill, former City Employee, and Married Sister of Missing Man, Anxiously Await Intelligence From Cunard Offices.

Among the first-cabin passengers on the ill-fated Lusitania was Charles C. Hill, a native and former resident of Richmond, but for the past twelve or thirteen years a traveling auditor in the employ of the British-American Tobacco Company, with headquarters in London. On the Lusitania's passenger list he is registered as C. H. Hill, of London.

Mr. Hill, who returns periodically to this country to visit his father, C. Emmett Hill, of 500 South Pine Street, left last Tuesday for New York, after spending several weeks at his old home. A telegram to his brother-in-law, Charles W. Carter, who lives with the elder Hill, on Pine Street, an-

ounced that he had sailed for England on the Lusitania.

C. Emmett Hill was for a number of years foreman of the pipe-laying force in the City Water Department. He has been for some time retired. Despite unconfirmed assurances that all the passengers had been landed, Mr. Hill was greatly exercised last night about his son's safety.

HILL HAS HAD

REMARKABLE CAREER

Charles C. Hill, according to friends in this city, has had a remarkable career. Beginning at the lowest run of the ladder in a local tobacco factory, he enjoyed rapid promotion, and was assigned when still in his twenties to duty in company's English offices. He now holds an important position in the auditing department of the British-American Tobacco Company, traveling over a great portion of the empire, but maintaining his headquarters in London.

On his latest visit to this country he was accompanied by his wife, who was Miss Eva Jeffries, daughter of a man said to stand high in the councils of the great tobacco corporation by which Mr. Hill is employed. Mrs. Hill and her children are now at the Panama-Pacific Exposition at San Francisco.

Charles W. Carter, who married Mr. Hill's sister, said last night that except for the telegram received he had no word from him since he sailed. No definite information could be obtained from the Cunard Line offices in New York, and the family here is depending for news upon the reports printed in the local papers.

NO OTHER PERSON LISTED FROM VIRGINIA

Inspection of the big Cunard's passenger list reveals no other person either from Richmond or the State of Virginia. Inquiry at the booking office of the Richmond Transfer Company and S. H. Bowman met with the statement that as far as local records show no person from this city or State was on board the vessel.

News of the Lusitania's sinking brought to thousands in this city, yesterday, a reminder of the horror-filled days of April, 1912, when the street crowds devoured newspaper extras for details of the sinking of the Titanic. The unwillingness of the responsible news-gathering agencies, last night, to verify the report that the Lusitania's crew and passengers were saved without the loss of life, contributed to the feeling that half the extent of the disaster is not yet known.

SCENES REMINISCENT OF TITANIC DISASTER

LIVERPOOL, May 7.—Scenes reminiscent of the Titanic and the Empress of Ireland disasters were to be witnessed in Liverpool to-night, where a large crowd, chiefly women relatives of the crew of the Lusitania, gathered outside the Cunard office, anxiously awaiting news of their men.

Life was available, however, but the people remained calm, although the strain was terrible.

So far as could be learned here to-night, the Lusitania had no guns aboard.

Some of the Prominent Men on the Lusitania



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GERMAN SUBMARINES

TAKING HEAVY TOLL

Lusitania Is Twenty-Ninth Vessel Sunk or Damaged During First Week in May.

WAGING AN ACTIVE CAMPAIGN

Establishment of War Zone Decreed by Berlin Government in Retaliation for Warfare on Shipping Carried On by Great Britain.

The Lusitania is the twenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone about the British Isles.

Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by mines or underwater boats.

During the last fortnight, German submarines have carried on the most active campaign of any time since the war began. Sixteen of the twenty-nine vessels were British trawlers. There were four British and one French merchantman in the list. The others were vessels of neutral nations.

One of them was the American steamer Gulflight, which was torpedoed off Scilly Islands May 1, with the loss of three lives.

Three Norwegian, two Spanish and one Danish merchant vessel were in this number.

Establishment of the German war zone was decreed on February 4, to take effect on February 14. The German decree defined the war zone as including all the waters surrounding Great Britain and Ireland, including the entire English Channel, although stating specifically that shipping north of the Shetland Islands, in the eastern area of the North Sea, and in a strip thirty miles wide along the Netherlands coast would not be imperiled.

The Lusitania, therefore, was in the war zone when sunk.

ACTION MADE NECESSARY

BY ENGLAND'S CONDUCT

In the war zone decree the German government announced its intention to endeavor to destroy every enemy merchant ship found in this area of war, stating that this action had been made necessary by the conduct of Great Britain in carrying on a mercantile warfare against Germany in a way that defied all the principles of international law.

The German admiralty is reported to have sent newly constructed submarines of large size and high speed for the present campaign. Few details are available as to the specifications of these vessels. It is said they are able to carry supplies for three months, enabling them to remain out for that length of time without putting into a port or having recourse to a parent ship.

The U-28, one of the powerful German submarines, which sank the British steamer Falaba off St. George's Channel March 25, with the loss of 111 lives, was equipped with four torpedo tubes, two fourteen-pound disappearing guns and two one-pounders. The Lusitania, with her speed of twenty-five knots, probably was several knots faster than the submarine which sank her.

MESSAGE RECEIVED

FROM LIVERPOOL

NEW YORK, May 7.—The Cunard Steamship Company at 9:15 P. M. received the following message from Liverpool:

"Queenstown wires Storm Cock landing about 160 passengers and crew. It is reported by the admiralty that trawlers Dock and Indian Empire have about 200; tug Flying Fish about 100; three torpedo boats, four, five and four dead. We are putting those landed up at different hotels and boarding-houses, but we cannot give a list of the survivors before morning, as passengers are in such a state that their immediate wants must be our first consideration."

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